

U.S. ENVIRONMENTAL PROTECTION AGENCY
 POLLUTION/SITUATION REPORT
 Columbus Train Derailment - Removal Polrep
 Initial and Final Removal Polrep



US EPA RECORDS CENTER REGION 5



435646

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
 Region V

Subject: POLREP #1
 Columbus Train Derailment
 Columbus, MI *04*
 Latitude: 39.9922460 Longitude: -82.9941130

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From: Jeffrey Lippert, On-Scene Coordinator

Date: 7/20/2012

Reporting Period: 7/10/2012 - 7/10/2012

1. Introduction

1.1 Background

Site Number:	Contract Number:
D.O. Number:	Action Memo Date:
Response Authority: CERCLA	Response Type: Emergency
Response Lead: PRP	Incident Category: Removal Action
NPL Status: Non NPL	Operable Unit:
Mobilization Date: 7/10/2012	Start Date: 7/10/2012
Demob Date:	Completion Date: 7/10/2012
CERCLIS ID:	RCRIS ID:
ERNS No.:	State Notification:
FPN#:	Reimbursable Account #:

1.1.1 Incident Category

Emergency Response

1.1.2 Site Description

At approximately 0205 hrs on 7/10/2012, a Norfolk-Southern (NS) train derailed and caught fire in Columbus, Ohio. Three ethanol cars ruptured, along with cars of corn syrup and grain, spilling their contents over an embankment onto a commercial property and into the storm and sanitary sewers. Tankers of Styrene were near the fire and were a threat. Local residents were evacuated and 2 injuries were reported.

A protection perimeter of 1-mile was established. NS were able to remove the styrene cars and pull them down the

track to a safe distance. Local responders determined that they would let the ethanol burn and air monitoring was established. No air monitoring exceedences were recorded due to the clean burning nature of ethanol. However, LEL levels were discovered in the storm and sanitary catch basins. Ohio EPA and U.S. EPA oversaw the removal of the sewer contents via vacuum truck operations. The City of Columbus plugged the storm sewer to prevent flow of the contents to the Scioto River.

1.1.2.1 Location

The incident occurred approximately 300 yards northwest of 1333 Fields Avenue, Columbus, OH 43201. The GPS coordinates for the incident are Latitude: 39.9922460, Longitude: -82.9941130

1.1.2.2 Description of Threat

The threat was primarily from the tanker cars of styrene and LEL in the sewers.

1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

EPA arrived on-scene at approximately 1200 hrs. Tankers of styrene had been pulled down the track by NS to a safe distance. Ethanol tankers were burning and the CFD had decided to let them burn. Ethanol was burning cleanly and no air monitoring exceedences had been recorded. LEL conditions existed in both the sanitary and storm sewer catch basins. Both sewers had been plugged by the City of Columbus to prevent the contents from reaching the Scioto River.

2. Current Activities

2.1 Operations Section

2.1.1 Narrative

A protection perimeter of 1-mile was established. NS were able to remove the styrene cars and pull them down the track to a safe distance. Local responders determined that they would let the ethanol burn and air monitoring was established. No air monitoring exceedences were recorded due to the clean burning nature of ethanol. However, LEL levels were discovered in the storm and sanitary catch basins. Ohio EPA and U.S. EPA oversaw the removal of the sewer contents via vacuum truck operations. The City of Columbus plugged the storm sewer to prevent flow of the contents to the Scioto River.

2.1.2 Response Actions to Date

7/11/2012 - NS used a locomotive engine to pull cars of styrene away from the wreckage. NS brought in truck loads of sand to absorb the corn syrup, wheat and ethanol that was spilled on to the parking lot of 1333 Fields Street. Vacuum trucks were used to remove the contents of the storm and sanitary sewer lines. NS (with assistance from Ohio EPA) obtained approval to pump waste to the Waste Water Treatment Plant for treatment.

Ohio EPA will oversee the cleanup of the soil that was impacted and any long-term remediation.

2.1.3 Enforcement Activities, Identity of Potentially Responsible Parties (PRPs)

Norfolk-Southern (NS)

2.1.4 Progress Metrics

<i>Waste Stream</i>	<i>Medium</i>	<i>Quantity</i>	<i>Manifest #</i>	<i>Treatment</i>	<i>Disposal</i>
ethanol waste	Liquid	60000		WWTP	

R5 Priorities Summary		
This is an Integrated River Assessment. The numbers should overlap.	Miles of river systems cleaned and/or restored	NA
	Cubic yards of contaminated sediments removed and/or capped	NA
	Gallons of oil/water recovered	NA
	Acres of soil/sediment cleaned up in floodplains and riverbanks	NA
	Acres Protected	NA

Stand Alone Assessment	Number of contaminated residential yards cleaned up	NA
	Human Health Exposures Avoided	300
	Number of workers on site	80
Contaminant(s) of Concern		
Contaminant(s) of Concern	Styrene	

2.2 Planning Section

2.2.1 Anticipated Activities

Ohio EPA will oversee the removal of the ethanol contaminated soils and long-term remediation.

2.2.1.1 Planned Response Activities

None.

2.2.1.2 Next Steps

Continue correspondence with Ohio EPA regarding the progress of the cleanup.

2.2.2 Issues

None.

2.3 Logistics Section

N/A

2.4 Finance Section

2.4.1 Narrative

N/A

2.5 Other Command Staff

2.5.1 Safety Officer

CFD

2.5.2 Liaison Officer

CFD

2.5.3 Information Officer

CFD

3. Participating Entities

3.1 Unified Command

CFD

NS

Ohio EPA

3.2 Cooperating Agencies

City of Columbus

Ohio EPA

U.S. EPA

CFD

4. Personnel On Site

U.S. EPA - 1

Ohio EPA - 2

City of Columbus - 7

NS (including contractors) 50

Police - 20

5. Definition of Terms

NS - Norfolk-Southern Corporation
Ohio EPA - Ohio Environmental Protection Agency
U.S. EPA - United States Environmental Protection Agency
CFD - Columbus Fire Department
LEL - Lower Explosive Limit
PPM - Parts Per Million
NCP - National Oil and Hazardous Substances Pollution Contingency Plan

6. Additional sources of information

6.1 Internet location of additional information/report

www.epaossc.org/columbustrainderailment

6.2 Reporting Schedule

No further reporting is expected from U.S. EPA.

7. Situational Reference Materials

NCP



